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| 表 1 主要污染源及排放因子核算 | | | | |
|------------------|-----------------|----------------|-----------------|----|
| 污染源名称 | 排放因子 | 核算方法 | 核算结果 | 备注 |
| 燃煤锅炉 | CO ₂ | ① 燃料消耗量 × 排放因子 | CO ₂ | |
| 燃煤锅炉 | CO ₂ | ② 燃料消耗量 × 排放因子 | CO ₂ | |
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| | | | | |
| 燃油锅炉 | CO ₂ | ① 燃料消耗量 × 排放因子 | CO ₂ | |
| 燃油锅炉 | CO ₂ | ② 燃料消耗量 × 排放因子 | CO ₂ | |
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| 工业过程 | CO ₂ | ① 燃料消耗量 × 排放因子 | CO ₂ | |
| 工业过程 | CO ₂ | ② 燃料消耗量 × 排放因子 | CO ₂ | |
| | | | | |
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| | | | | |
| 交通运输 | CO ₂ | ① 燃料消耗量 × 排放因子 | CO ₂ | |
| 交通运输 | CO ₂ | ② 燃料消耗量 × 排放因子 | CO ₂ | |
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II. 国境越え輸送 50

4. 国境越え輸送

$$\Delta C_{total} = \Delta C_{FM} - \Delta C_{Base}$$

$$\Delta C_{total} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{total} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{FM} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{Base} \text{ 国境越え輸送によるCO}_2\text{削減}$$

5. 国境越え輸送

$$\Delta C_{FM} = \Delta C_{AG} + \Delta C_{BG}$$

$$\Delta C_{FM} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG} \text{ 国境越え輸送によるCO}_2\text{削減}$$

5-1. 国境越え輸送によるCO₂削減率の算出

$$\Delta C_{AG} = \sum_i \Delta C_{AG,i} = \sum_i (Area_{Forest,i} \times \Delta Trunk_{SC,i} \times BEF_i \times WD_i \times CF \times 44/12)$$

$$\Delta C_{AG,i} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG,1} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG,2} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG,3} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG,4} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{AG,i} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$Area_{Forest,i} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$\Delta Trunk_{SC,i} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$BEF_i \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$WD_i \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$CF \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$i \text{ 1,2,3,...}$$

5-2. 国境越え輸送によるCO₂削減率の算出

$$\Delta C_{BG} = \sum_i \Delta C_{BG,i} = \sum_i (\Delta C_{AG,i} \times R_{ratio,i})$$

$$\Delta C_{BG,i} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG,1} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG,2} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG,3} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG,4} = \text{国境越え輸送によるCO}_2\text{削減}$$

$$\Delta C_{BG,i} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$R_{ratio,i} \text{ 国境越え輸送によるCO}_2\text{削減}$$

$$i \text{ 1,2,3,...}$$

6. 国境越え輸送によるCO₂削減率の算出

7. 国境越え輸送によるCO₂削減率の算出

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III . 0 0 0 0 0 0 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0 0 50

□NO.2)

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III. 〇〇〇〇〇〇〇〇〇 - 〇〇〇〇〇 - 〇〇〇〇〇〇〇 5〇

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| 〇〇〇〇〇 〇〇〇〇No | | 〇〇〇 | | 〇〇 | 〇〇〇〇〇 | | 〇〇〇〇〇 〇〇〇〇〇〇〇〇〇〇〇〇 〇〇 | 〇〇〇〇〇〇〇〇〇 | 〇〇〇〇〇 | 〇〇〇〇〇 〇〇〇 | | 〇〇〇 〇〇〇〇 | 〇〇 |
|-----------------|----|-----|----|-----|--------|------|--|--------------------------|-------------|--------------|----|-------------|---------|
| | | 〇〇 | 〇〇 | | | | | | | | | | |
| S1 | -1 | 22 | 1 | 〇〇〇 | Rradio | 〇〇〇〇 | 〇〇〇〇〇〇〇〇〇〇〇〇 〇〇〇〇〇〇〇〇〇〇〇〇 LULUCF 〇〇〇〇〇 〇〇〇〇〇〇〇〇〇〇〇〇 | 〇〇〇〇〇〇〇〇〇〇〇〇〇〇 〇〇〇〇〇〇 | 〇〇〇〇〇〇 〇 | | 〇〇 | 0.407 | 〇〇〇〇〇〇〇 |
| S2 | -1 | 12 | 1 | 〇〇 | Rradio | 〇〇〇〇 | | 〇〇〇〇〇〇〇〇〇〇〇〇〇〇 〇〇〇〇〇〇 | 〇〇〇〇〇〇 〇 | | 〇〇 | 0.314 | 〇〇〇〇〇〇 |
| S2 | -2 | 12 | 1 | 〇〇〇 | Rradio | 〇〇〇〇 | | 〇〇〇〇〇〇〇〇〇〇〇〇〇〇 〇〇〇〇〇〇 | 〇〇〇〇〇〇 〇 | | 〇〇 | 0.407 | 〇〇〇〇〇〇〇 |
| S2 | -2 | 12 | 1 | 〇〇〇 | Rradio | 〇〇〇〇 | | 〇〇〇〇〇〇〇〇〇〇〇〇〇〇 〇〇〇〇〇〇 | 〇〇〇〇〇〇 〇 | | 〇〇 | 0.407 | 〇〇〇〇〇〇〇 |
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III. 000000000 - 00000 - 0000000050

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| 000000 00000No | | 000 | | 00 | 00000 | | 00000 000000000000 00 | 000000000 | 00000 | 00000 000 | | 000 0000 | 00 |
|-------------------|----|-----|----|-----|-------|-------|---|-----------|-------------|--------------|----|-------------|----------|
| | | 00 | 00 | | | | | | | | | | |
| S1 | -1 | 22 | 1 | 000 | CF | 00000 | 000000000000 00000000 LULUCF00000 000000000000 | 00000 | 000000 0 | | 00 | 0.5 | 00000000 |
| S2 | -1 | 12 | 1 | 00 | CF | 00000 | | 00000 | 000000 0 | | 00 | 0.5 | 00000000 |
| S2 | -2 | 12 | 1 | 000 | CF | 00000 | | 00000 | 000000 0 | | 00 | 0.5 | 00000000 |
| S2 | -3 | 12 | 1 | 000 | CF | 00000 | | 00000 | 000000 0 | | 00 | 0.5 | 00000000 |
| | | | | | | | | | | | | | |
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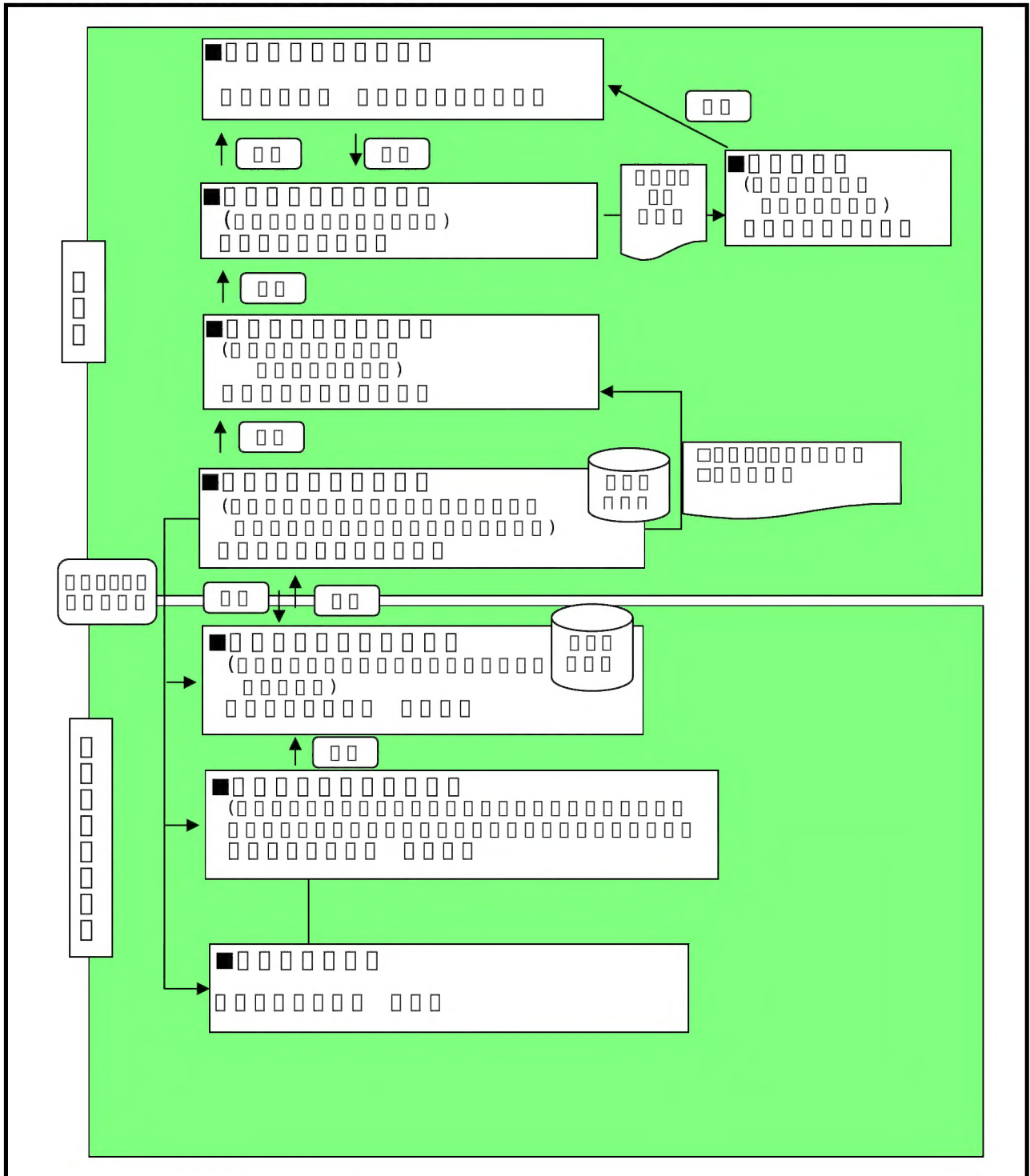
III . 0 0 0 0 0 0 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0 0 50

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IV. □ □ □ □ □ □ □ □ □ □

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The diagram consists of three rows of boxes. The top row has 10 boxes. The middle row has 10 boxes, with the first two boxes aligned under the first two of the top row, and the remaining eight boxes shifted to the right, starting under the third box of the top row. The bottom row has 10 boxes, with the first two aligned under the first two of the middle row, and the remaining eight boxes shifted to the right, starting under the third box of the middle row. This arrangement creates a sense of depth and perspective, suggesting a 3D structure.

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VI. 000000000000000000

| 000 000 000 No | 000 | | 000 | a. 00 | | b. 0000 | | c. R | | d. 0000 | | e. 0000 | | f. 00000 | |
|-------------------------|-----|----|-----|-------|------|---------|-------|------|-------|---------|-------|---------|------|----------|-------|
| | 00 | 00 | | 00ha | 0000 | 0 | 0000 | 0 | 0000 | 0 | 0000 | 0 | 0000 | 0m3/00 | 0000 |
| S1-1 | 22 | 1 | 000 | 13.97 | 10% | 1.24 | 1.60% | 0.26 | 5.70% | 0.407 | 1.70% | 0.5 | 2.0% | 4.5 | 22.2% |
| S2-1 | 12 | 1 | 00 | 3.65 | 10% | 1.23 | 1.10% | 0.25 | 4.40% | 0.314 | 2.50% | 0.5 | 2.0% | 8.0 | 22.2% |
| S2-2 | 12 | 1 | 000 | 5.30 | 10% | 1.24 | 1.60% | 0.26 | 5.70% | 0.407 | 1.70% | 0.5 | 2.0% | 4.9 | 22.2% |
| S2-3 | 12 | 1 | 000 | 9.51 | 10% | 1.24 | 1.60% | 0.26 | 5.70% | 0.407 | 1.70% | 0.5 | 2.0% | 4.9 | 22.2% |
| | | | | | | | | | | | | | | | |
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VI. 〇〇〇〇〇〇〇〇

〇〇〇〇〇〇〇〇〇 13.6%

| 〇〇〇〇〇〇 〇〇〇〇No | 〇〇 | | 〇〇 | CO2 〇〇 / 〇 | | | 〇〇〇〇 | | |
|------------------|----|----|-----|------------------------|------------------------|------------------|-------|-------|-------|
| | 〇〇 | 〇〇 | | 〇〇〇〇〇〇〇〇 〇 t-CO2/〇〇 | 〇〇〇〇〇〇〇〇 〇 t-CO2/〇〇 | 〇〇 〇 t-CO2/〇〇 | 〇〇〇 | 〇〇 | 〇〇〇〇〇 |
| S1-1 | 22 | 1 | 〇〇〇 | 58.2 | 15.1 | 73.3 | 10.0% | 23.1% | 25.2% |
| S2-1 | 12 | 1 | 〇〇 | 20.7 | 5.2 | 25.8 | 10.0% | 22.9% | 25.0% |
| S2-2 | 12 | 1 | 〇〇〇 | 24.0 | 6.2 | 30.3 | 10.0% | 23.1% | 25.2% |
| 〇2-3 | 12 | 1 | 〇〇〇 | 43.1 | 11.2 | 54.3 | 10.0% | 23.1% | 25.2% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |
| | | | 0 | 0.0 | 0.0 | 0.0 | 0.0% | 0.0% | 0.0% |

VII. □ □

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